

Penshurst Closed

ON Tuesday, July 28, the Penshurst landing ground was closed and the airway beacon ceased to operate. The licence has lapsed and no facilities will be available in future.

A New Terminus?

IF the present plans are carried out, it appears likely that new premises will be built at Victoria for Imperial Airways to include a station to facilitate rail transport to and from aerodromes near London. The Westminster City Council's works committee have examined the plans and report that they can see no objection to the proposal.

The suggested site is on the east side of Buckingham Palace Road, south of Elizabeth Bridge.

International Common-sense

International Organisation in European Air Transport. (Oxford University Press, Humphrey Milford, Amen House, London, E.C.4. 15s.)

ALTHOUGH, as the American author, Dr. Laurence C. Tombs, explains in his introduction, the purpose of this book is not necessarily to support the idea of the internationalisation of civil aviation, the information obtained therein does show the progress which is being made in real international organisation. In the field of air transport, particularly, the sovereign states have realised that they must "act in the interests of the world society if they are to serve best the interests of their own nationals." Dr. Tombs has had long and valuable experience as a member of the Communications and Transit Section of the League and so is thoroughly qualified to write such a book.

International Organisation covers the relations between military and civil aviation before, during and after the last war; deals with the arrangements of long-distance services and subsidies; with international companies (of which Deruluft is given as a good example); with pooling systems; and explains the whole complicated business of air law. So far as we know, in no other book has such a monumental effort been attempted in normally readable form, and everyone who is interested in the more serious political problems in air transport will find it a mine of information.

SHOWN in the accompanying illustration is an aerodrome accessory which should prove extremely useful to airline operators, especially in cases where there are large numbers of engines to be started from cold. It is the new Dagenite battery trolley, which has been evolved by its makers, Peto and Radford, in close co-operation with the ground staff of a number of prominent operating companies.

The trolley consists of a stout oak container on a sturdy metal four-wheeled undercarriage, one pair of wheels being steerable by means of the pivoted draw-handle. Releasing the handle causes two spring-loaded brake shoes to come into operation on the rear wheels. The container is divided into two sections, one housing two special high-capacity Dagenite starter batteries connected in series to give twelve volts, and the other containing brackets to accommodate the rubber-insulated feeder cable. There are a number of practical detail fittings, such as a device which makes short circuiting of the feeder plug impossible when the trolley is not in use. The capacity of the batteries is 170 ampere hours at the 10-hour rate of discharge. By way of example, it may be stated that consecutive discharges of 10 seconds' duration, with one minute between each, can be made to the number of 489 at 100 amperes, or 134 at 300 amperes.

Full details regarding the trolley—which is priced at £22 15s.—are obtainable from the makers, Peto and Radford, 50, Grosvenor Gardens, London, S.W.1.



The new Dagenite starter-battery trolley, described in the accompanying paragraph.

At Singapore

THE new land-sea airport at Singapore, which will cost something like a million pounds sterling, is now well on its way towards completion. A seaplane slipway and hangar for the new boats are taking shape, the steelwork of the terminal building on the airport has been erected, and the concrete apron has been laid.

A taxiing runway is being laid around a large part of the landing area and from this, presumably, prehensile take-off runways will radiate towards the centre. On the other side of the river, according to a correspondent of the *Daily Telegraph*, a landing ground is being prepared for the use of the Royal Volunteer Flying Force.

On and On and On

THE Bristol Aeroplane Co., Ltd., have received from W. S. Shackleton, Ltd., an interesting letter which sheds light on air transport work in New Guinea, and at the same time forms a remarkable tribute to British workmanship and materials.

"Pacific Aerial Transport Co." (says the letter) "fitted a Jupiter VI engine which we supplied them to a DH 50 aeroplane. This machine, piloted by Dick Allen, broke the record between Wau and Salamaua by making *fifteen double journeys* in one day, carrying full load each time. This is a remarkable day's work for engine, machine, pilot and ground staff as the air line distance between Wau and Salamaua is quite 40 miles, so that the pilot flew 1,200 miles. Also, the machine was unloaded at Wau each trip and fully loaded again at Salamaua. The machine was refuelled at the end of each double trip. Also, although the air line between Wau and Salamaua is only 40 miles, the aerodrome at Salamaua is at sea level, whilst the 'drome at Wau is at 3,500ft., and it is necessary for aeroplanes to fly at a height of over 6,000ft. in order to get over the Black Cat Pass. The Bristol Jupiter VI engine used to make this record was No. J6457.

"Pacific Aerial Transport Co. are still using Bristol Jupiter VI engine No. J6074 daily. This engine has now a running time of over 4,000 hours to its credit, and it is still fitted with the *original* cylinders and giving every satisfaction."

Quite the most noteworthy point is that the two engines mentioned were delivered in 1929 and 1926 respectively.

FOR EASIER STARTING